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1. In April 1949, a Hungarian commission visited Moscow to study the Russian subway system. In October 1949, a Russian commission came to Hungary and with earth experts of the Hungarian Earth Research Institute studied the conditions of the soil in Budapest, in order to plan some new subway lines. The Russian commission included some Russian officers who examined the project from a strategic point of view. The Russian and the Hungarian experts came to the conclusion that the preparations for the new project could be made only during the winter.
2. However, following the instructions of the Russian military authorities, the Hungarian War Ministry ordered the work on the projected subway lines connecting the banks of the Danube by a tunnel to be speeded up. The military importance of the project is stressed by the fact that the Russian military attaché in Budapest is the supervisor.
3. Several shafts were made with a diameter of 6-9 meters and with a depth of 15-50 meters. The tunnel will be made in sections of 100-150 meters in length. As soon as a shaft is ready, the work begins in both directions. Artificial freezing of the soil is used to overcome difficulties caused by formations of quicksand.
4. The experts are all Russian and most of the foremen are also Russian. On 20 May, 30 engineers and about 120 workers arrived from Moscow and began work on the tunnel. Hungarian engineers are not employed and none of them is allowed to see the plans of the tunnel. All the plans were made in Russia and are similar to the Moscow metro. The workrooms are guarded by Russian civilian police, and even the Russian engineers are searched before leaving work. More Russian workers and experts were expected in mid-June.
5. The tunnel is to be made of Sigma cement, manufactured at Lăbatlan; the rails are to come from Ozd.

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